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fishing news

September 16, 1977

No. 3445

Est. 1913

15p

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MIRRELS
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£1m lost on mackerel

DEEPSEA TRAWLER owners were left reeling by the an-
nouncement that industrial fishing for mackerel would be
outlawed by a licence system which comes into force
tomorrow (Saturday).

After spending over
£1m on the conversion
of ships and paying out
£125,000 for shares in a
firm which had con-
tracts in Denmark,
fleet owners on
Humbly Grove were fuming
at the Government.

"The Ministry knew about
our plans to supply mackerel
to Danish meal plants
months ago," Tom Boyd Jnr,
managing director of Boyd
Line, Hull, told *Fishing*
News. "Now after spending
this money we are banned,"
he added.

Mr. Boyd revealed that his
firm had spent over £150,000
on one ship alone to get her
ready for mackerel. "This
latest measure plus the stop-
go policy in the North East
Arctic makes long term plan-
ning impossible. The Govern-
ment just seems to want the
deepsea industry to dis-
appear," he added.

The news brought both
delight and gloom in the
South West. First reaction of
mid-water trawler skippers
was that they would have to

box at sea and that this would
put them out of business. For
the hand-liners, however, it
was a case of straight-forward
relief.

Ian Lindley, secretary of
the S.W. Fish Producers'
Organisation, said that the in-
dustry now had disaster star-
ing it in the face.

He said mid-water trawlers
would have to box at sea and
did not have the facilities.

Much of their catch was land-
ed by fish-pump or breiler.

Mr. Lindley was greatly
perturbed at the prospect of
massive catch-dumping and
the effect this would have on
the grounds.

For example, he said that if
a Scottish purse-seiner
brought up a massive shot
and found the fish were all
too small, then back in the

Continued on page 2

...FIRST IN

THIS WEEK saw the
arrival of the first ship in
the expected "invasion"
of Cornish waters by
trawlers from outside the
county.

On Monday she was
preparing at Penzance for the
new mackerel season as well as
for the new Government
licence legislation.

She is the 89-ft. storm
trawler *Boston Sea Ranger*,
from Lowestoft, Skippered by
Ian Lacey, which went out
from Penzance this week to

soo what the mackerel
prospects are.

On Monday morning she
was taking on 25-kilo size
boxes ready for the new
legislation. Last year a large
proportion of her mackerel
catch went for fish meal.

"We are bringing *Boston*
Sea Knight in about a
month's time, when we see
how this one gets on with the
mackerel," said Mr. Hugh
Simms, Penzance Manager
for *Boston Deep Sea*
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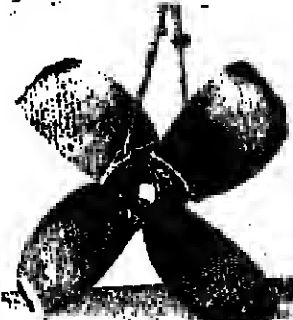
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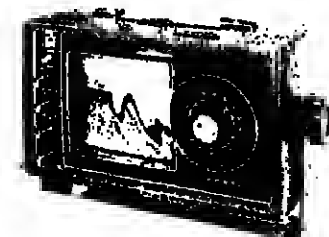
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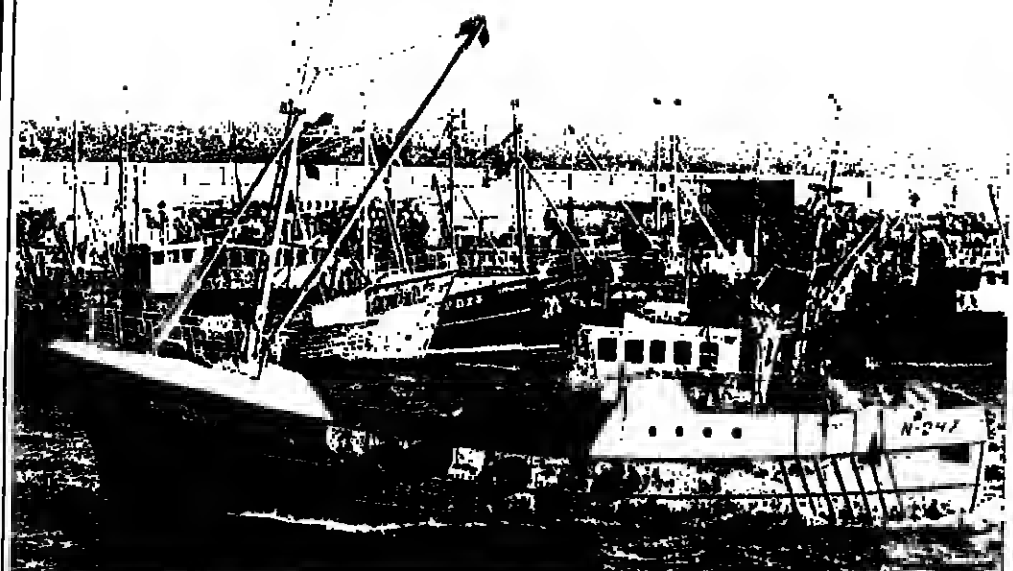
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Spasmagne — one of the lucky Northern Ireland vessels to get a Manx licence — heads into Douglas last week.

Manx herring — a 'blunder'

A PLEA from Northern Ireland to increase the number of Manx herring licences has been turned down by MAFF. At a meeting with Minister of State, Edward Bishop, on Monday officials of the Northern Ireland Fish Producers' Organisation said there has been a blunder in issuing only 100 licences.

With 24 licences not taken up by vessels in the Republic of Ireland, these should have been made available to other vessels said the PO's chief executive Capt. W. J. Long. The extent of the blunder was seen by the increase in the daily quota from 5 units to 10 units per crewman, he added. Capt. Long's plea for additional licences for Northern Ireland vessels has been made because, with the Mourne fishing closed this year, Ulstermen do not have the other fisheries available to them like the Scots. "Even at this late stage, with the Isle of Man herring

closing on October 1, some dispensation from the Ministry would have helped out men who have invested a lot of money in gear, without even a chance of putting it in water," said Capt. Long.

Although they were disappointed by the results of the meeting, PO representatives were glad to have the opportunity to outline their problems in the event of a licensed fishery next year.

Goodbye to Othello

THE 1,113 ton freezer-stern trawler *Othello*, is leaving for Australia today (Friday, September 16).

Othello is the first of three BUT trawlers due to leave Humber-side for Albany, 250 miles south of Perth.

Her future catches as well as those of the 1,125 ton *Cassio* and the 1,131 ton *Orsino*, both of which are joining *Othello* in the near future, will be landed, processed and marketed mostly for consumption in Australia.

The project, as announced earlier in *Fishing News* follows a deal in which BUT has acquired a 50 per cent holding in Southern Ocean Fish Processors Pty. Ltd., and Southern Ocean Trawlers Pty. Ltd.

Othello is expected to take about six weeks to arrive at Australia. In command is Yorkshire Skipper, Dick Spencer (34) previously with *Orsino* for 34 years. He joined the trawler industry 17 years ago as a deckie-learner and has sailed with BUT's vessels throughout his career.

Othello will be taking equipment for a new fish processing factory and trawler maintenance base now being built alongside Albany Harbour for the Australian project.

Cassio and *Orsino* are still fishing out of Hull but it is hoped that *Orsino* will be ready to sail to Australia in late Autumn followed by *Cassio* early in the new year. Before *Cassio* leaves for Australia, her freezing equipment will undergo modifications and a gear net-drum will be fitted. Initially, all of the trawlers will each be manned by a crew of 22 recruited on the Humber-side.

Continued from p.1

sea they would go — dead. A spokesman for MAFF said he did not think it would be in the skippers' interests to continually dump their catches back in the sea. He said there had been complaints about this practice in the past, but evidence was hard to find.

Late this week the Ministry announced an easing of the regulations. All vessels may now land 35 tons without requirement for boxing, chilling or refrigeration; provided it is landed within 24 hours and is for human consumption.

Daphne Lawry, secretary of the Cornish Fish Producers' Organisation, said: "We are delighted by the news and we shall be asking for even more stringent measures. We are just so pleased that something really positive has been done at last, and that there has been some real conservation action by the Ministry."

She said it was EEC policy that local fishing must be protected, and Brussels had to be convinced that we were going to conserve the mackerel.

The new mackerel licensing controls apply to all UK-registered fishing vessels.

they cover almost the entire area within the UK 200-mile limit, and they amount, in effect, to a ban on all UK fishing for this species directly for reduction to meal.

Known as the Mackerel Licensing Order 1977, the regulation covers International Council for the Exploration of the Sea (ICES) areas IV, VI, VII and VIII. These surround the British Isles and extend south to Spain.

It is estimated that up to 400 British boats have been engaged in the mackerel fishing. All will have to be licensed for an initial period from September 17 to October 31, when the system will no doubt have been assessed and changes made to ensure that it is a watertight control.

Licences are issued free and can be obtained on application to any MAFF or DAFS area officer. The owner on applying has to give the name of his vessel, its registration number, name and address of owner or agent, the registered length, method of fishing, and whether a member of a producer organisation.

All licence holders will have to submit information on landings and disposals of their mackerel catches. No further conditions apply to boats fishing only by handline. But for all other vessels mackerel landed or transhipped must be either boxed and packed in ice at sea, or stored in chilled or refrigerated sea water, or frozen, or otherwise processed at sea "so as to secure preservation for human consumption."

Boxed mackerel landed or transhipped within 24 hours of being caught does not have to be in ice. All transhipments will be subject to control arrangements, presumably to ensure that these are not being supplied to be taken elsewhere for reduction to meal.

As the licensing rules are reviewed over their first period, particular account will be taken of the need for the conservation of stocks, the total of landings to date, and the proportion of the catch which has been sold for human consumption.

need for more stringent enforcement of the Sea Fisheries Committee's by-laws which prohibit fishing by vessels of certain sizes at types.

In 1976, the UK mackerel catch had risen to 86,000 tons and the total for all countries fishing within the ICES area included in the licence control was just under 600,000 tons. This year several of the very large catches, including the USSR, have had to accept severe catch cuts and export restrictions applied to waters within the new 200-mile limit of the EEC countries.

ICES has advised that the total catch should be kept within 250,000 tons and this informs the UK official attitude to mackerel fishing.

Although EEC vessels are not subject to UK fish controls, they have been outside six or 12 miles, according to their EEC arrangements, and the MAFF points out that they are also subject to the general vessel size agreement in December that patches in 1977 should not exceed those taken during the corresponding periods in 1976.

Licences will be issued from 001 hours on September 17. The catch limits will be 100 tons per boat per day.

New BUT skipper is tops

THE FIRST TRIP of 26-year-old Paul Wheeler as a trawler skipper culminated in his vessel BUT ovoided Lock End, topping the Monday grossage at Hull.

He had been out 26 days in the Beer Island/White Sea grounds, and a catch of 1,200 kils, made £44,864, the codstuffs averaging £36.33 per 100 kils.

Youngest

Skipper Wheeler is the youngest of three brothers, all of whom are skipper's tickets, having gained his in January 23 year. His brother James was lost in 1968, and his other brother Victor was BUT skipper until he transferred to the merchant navy. Their father, Ed Wheeler, is co-owner of Hamling's St. Jason.

Also landing on Monday were the BUT's *Folkestone* (A. Cubbin) out a day less on the same grounds than *Lea* (Eriboll) realising £38,496 in 1,136 kils.

September 16, 1977



THE SKIPPER of a 60-ft. Freoch trawler which sank off Lamorna, in West Cornwall, on Saturday, stayed on board until the very last moment.

Then, clutching a lifejacket and lifebuoy, M. Daniel Masia, leapt into the sea and was picked up by the Penlee lifeboat.

The Skipper, suffering from shock, was picked up from the lifeboat by a Wessex helicopter from the Royal Naval Air Station at Culdroe and flown to Treliске Hospital at Truro.

After treatment there he later joined his four crew members at the "Ship Institute" — of the Royal National Mission to Deep Sea Fishermen — at Newlyn, until returning to France.

His trawler, *Kerlano*, sprang a stereo plank while scalloping, and sent out a Mayday.

The mail-ferry *Scillonian*, on her way from Penzance to the Isles of Scilly, was first on the scene. She stood by until the oil supply vessel *Oil Explorer* arrived.

LUMPERS REFUSE ICELAND'S OFFER

AN OFFER from Icelandic trawler owners to resume landing wet-fish at Grimsby has been turned down by Grimsby's lumpers. The refusal could mean the end of fish coming into Grimsby.

The announcement from Iceland last week, was made in an effort to ease the acute shortage of fish, notably cod, currently plaguing the Humber port.

The offer was welcomed by most of the port's merchants who claim the position is worsening every week. With the local seiners laid up during the winter, because of the short days and heavy weather in the North Sea, coupled to expired quotas on the middle and distant water grounds, massive price increases are feared.

Bumper landings

THE value of white fish landed and sold at Peterhead during the month was £2,852,617, double the £1,372,721 in August, 1976.

The bumper landings of white fish boosted landing dues by £29,297 to £57,052 for the month.

The collector's statement at the monthly meeting of Peterhead Harbour Trustees over the past six months revenue amounted to £405,400 which was £168,575 more than in the corresponding six months of 1976.

COMMENT

THE INTRODUCTION of a licensing scheme on the mackerel fishery hardly comes as a surprise. Driven from traditional fishing areas by limit extensions, conservation measures and political ineptness, boats have converged on the mackerel grounds in a way that resembles the gold-rush of the 1930's.

As we pointed out in this column just a few weeks ago, any form of licensing must, by its nature, be discriminatory. This time it is the big bulk carrying vessels which have suffered. Particularly hit by this new order are the Humber-side trawler owners who have been lashing out huge sums of money to convert their ships and get involved in an operation to feed Danish fish meal plants with mackerel.

This sort of manoeuvring underlines the desperation of big fleet owners to keep fishing. And it seems to be clouding their judgement.

At the beginning of the year all the signs were there that the mackerel fishing would end up being tightly controlled. The most pointed indication of this was the announcement of a "standstill" for 1977 based on the previous year's fishing.

Along with blue whiting, mackerel is the last of the big fish stocks off our coast. What the Government should be doing now, is to make money available to convince people of its value as a food fish.

While licences look tailor-made for the Scottish purse seine fleet to increase its bulk fishing effort on mackerel, there is an implicit warning from the Ministry that a close watch will be kept and the new measures could be introduced at the end of the six-week period.

FISHING NEWS



THE 87ft. stern trawler *Von* (above) has been built at Campbeltown Shipyard for Torshavn in the Faroes.

Owned by a consortium of nine people which includes Skipper Peter Nolsoe she has been specially designed for conditions within the Faroese 200-mile territorial limits.

Von (the name is Faroese for Hope) is the first small stern trawler to join the Faroe fleet. She is the result of careful planning by her owners who have placed high priority on safety and efficiency.

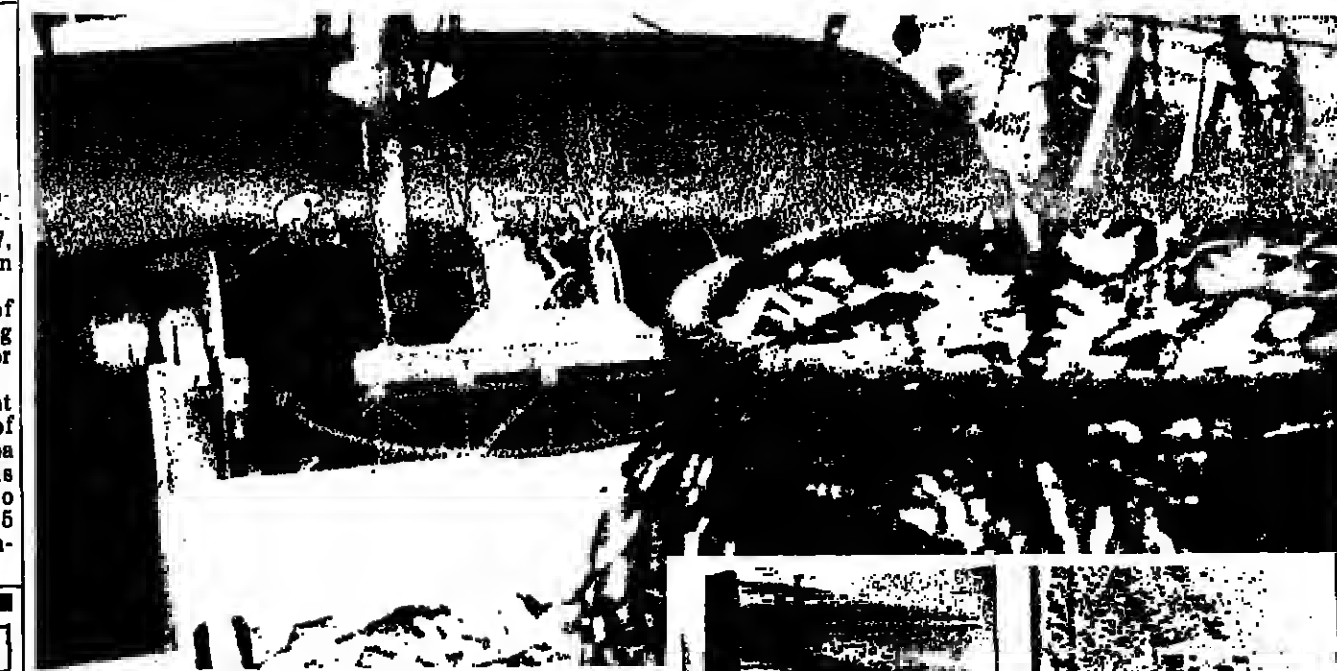
The owners worked closely with the

builders on the design of the vessel which is capable of bottom and midwater trawling.

Her equipment includes Mirrless Blackstone propulsion engine, Gardner auxiliary engines, Rapp split trawl winches, gilson winches and bridle winches, and Simrad echosounders.

Campbeltown Shipyard won the contract to build the vessel in competition with yards in the Faroes, Norway and France, and have since received orders to build three more similar vessels for the Faroes.

A detailed description of *Von* will appear in *Fishing News* shortly.



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Frequency	40 kHz	28 kHz	27 kHz	27 kHz	24 kHz	21 kHz	12, 18 or 24 kHz

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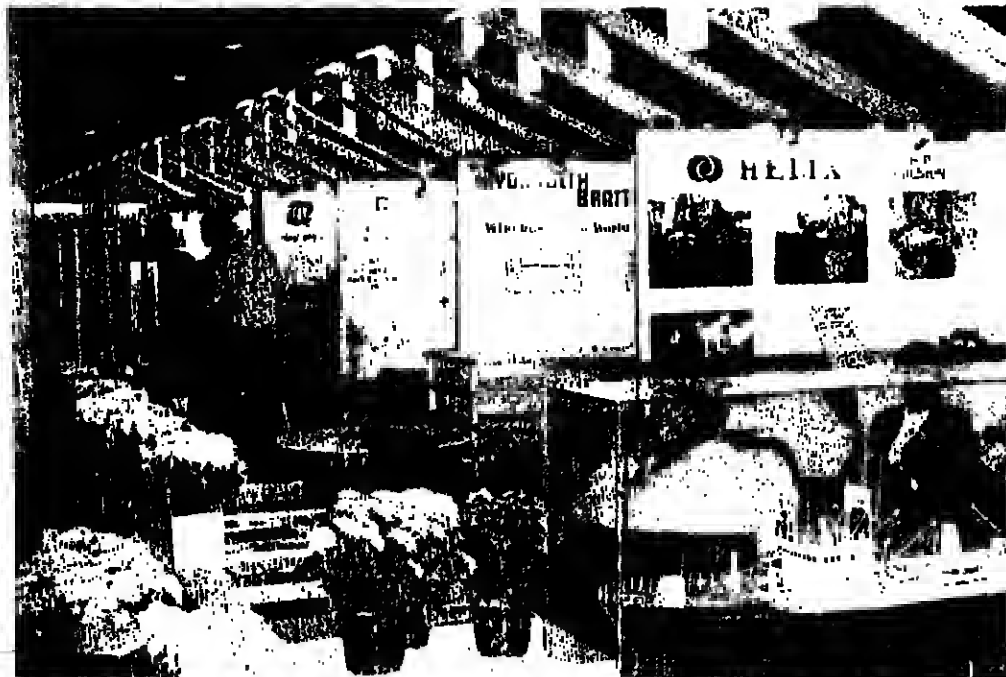
Chris Andra regularly brings in top catches of mackerel, using an SK-3, as do Challenge, Spearmen, Stephens, Flowing Tide has contended pilchards at a range of 2500 metres with an SB-2. Burton Constable, Burton Agnes, Conduan and Lindferme have had an excellent

april season using the SL. Wardley is unique in Britain in using sonar for gill net fishing around wrecks for cod, and has been very successful with the SL. Green Valley is successfully pair fishing with Athabaska, using an SK-3 to find the edge of gravel patches.

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Top: Nine exhibitors formed one of the most impressive displays on the Norwegian stand. Above: The Spanish were out in force looking for new markets for frozen fish.

THE WORLD Looking out for a cut of Canada's cake

THE WORLD Fishing Exhibition which closed in Halifax, Nova Scotia, last week restored some credibility to this well-travelled series of shows.

Efficiently organised, well presented and heavily attended, the show went a long way towards erasing memories of Mar-a-Lago, France, two years ago when visitors were as rare as astronauts on the moon.

With equipment lined up from 14 countries there were no signs of big spending. However, this didn't seem to depress too many exhibitors. One told *Fishing News*: "This is not an immediate selling operation, we're here with an eye on the future. Canada has a huge fishing potential and we're happy to get our feet under the table for when it does take off."

Big foreign delegations from Norway, Poland, USSR and Japan were all in evidence, all sizing up the chances for a bite at Canada's under-utilised 200-mile limit. After a spate of initial

enthusiasm for prospects in Canada, British trawler owners seem to have lost interest. Only two were in evidence: one from Hull and one from Scotland.

What did become clear, is that it could be a long and fruitless wait for those fishing nations wanting to invest in Canada or take advantage of any big expansion in the fishing fleet. Speaking at the opening of the show, Federal Fisheries Minister Romeo LeBlanc said he was not convinced that massive foreign investment was needed.

Postponed

Mr. LeBlanc also wanted expansion of the east coast fleet postponed while the stocks had a chance to recover.

Referring to constant calls to build up a freezer trawler fleet, Mr. LeBlanc said: "I am not convinced that industry economics could support this type of expansion now." Priority would be given to coastal communities

dependent on inshore fishing, he added.

Most of Mr. LeBlanc's remarks were directed at a call from Nova Scotia Fisheries Minister Dan Reid for a \$500m just expansion plan opportunistically launched at the show opened.

While Mr. Reid did not think the Canadian government could provide all of the money, he said that there is plenty of foreign capital ready to flow in. This was mainly from Japan and Eastern bloc countries, he added.

Against this heavy political background, the actual fishing hardware on display seemed to take a back seat. What was seen from the stands, was a heavy emphasis on processing equipment, reflecting the general fish supply situation throughout the world. Getting the most out of what fish is available seemed to be the name of the game.

We will be looking at some of the most interesting products at the show in *Fishing News* shortly.

SCOTS ARE THE TOPS

THE REPUTATION of Scottish fishermen rides high in the Maritime Provinces of Canada. "I have been gratified to hear of the esteem in which Scottish skippers are held during my visit here," Dr. W. J. Lyon Dean told *Fishing News* in Halifax.

"Over the years, Scottish fishermen have had a great impact on upgrading the standards of fishing and fish handling in Nova Scotia, by bringing their experience across the Atlantic."

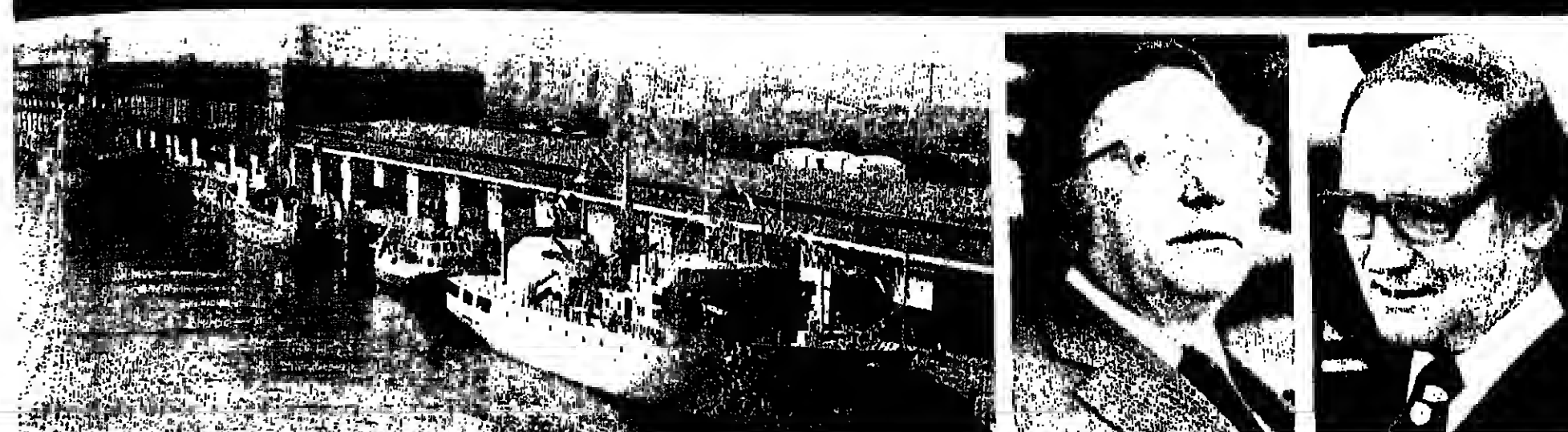
"The name of the late Jimmie Thompson from Lunenburg is a legend here," said Dr. Dean. "Everyone has a story of Jimmie, whose hymn singing and mouth organ playing is much revered."

With Canadians determined eventually to be the only fishermen inside their 200-mile limit, Dr. Dean pointed out the opportunities for inshore fishermen from the UK to help Canada achieve this goal.

At the Atlantic Technological Conference held in Halifax, Dr. Geoffrey Burgess of Torry Research Station, Aberdeen, opened the proceedings. The conference closed with a banquet at which was addressed by Dr. Lyon Dean, who got a great reception.

The Canadians were particularly interested to hear Dr. Dean's exposition of the powers and administration of the WFA and HIB. He especially praised the work of the Industrial Development Unit at Hull.

FISHING EXHIBITION—HALIFAX



Demonstration ships moored outside the exhibition hall in Halifax. Attracting attention was the 65ft. *Brandal* a Canadian multi-purpose research trawler, on the two public viewing days it was hard to contain the waiting queues of visitors. It seemed as if the whole province of Nova Scotia had turned out for the show.

ART OF SCOTTISH SEINING

SUGGESTIONS that Scottish fishermen were conservative in the design of their boats was firmly denied in Canada, last week.

"Some of the alternatives I've seen on offer would be more suitable for going to the moon than fishing the North Sea in winter," said Skipper 'Dave' Smith, from Anstruther, Scotland's top earning seine net skipper with *Argonaut IV*. Skipper Smith was speaking at a *Fishermen's Forum* arranged in conjunction with the World Fishing Exhibition.

While most of the participants at the conference had little knowledge of Scottish-type seining, there was enthusiastic applause and a lot of questions at the end of Skipper Smith's talk, which he illustrated with a film made aboard his boat.

The modern conventional seiner took a long time to evolve explained Skipper Smith. The fact that they are among the most profitable boats for their size in the world is proof of their suitability for the job.

Turning to the development of seine net gear, Skipper Smith said that the introduction of the hydraulic power block had been mainly responsible for the present prosperity of the Scottish fleet. Big hauls of fish lost because they were unmanageable in bad weather were handled quite easily with the power block.

Hauling with a power block meant that the net could be simultaneously flaked down ready for shooting. With a drum it would have to be hauled off again prior to shooting.

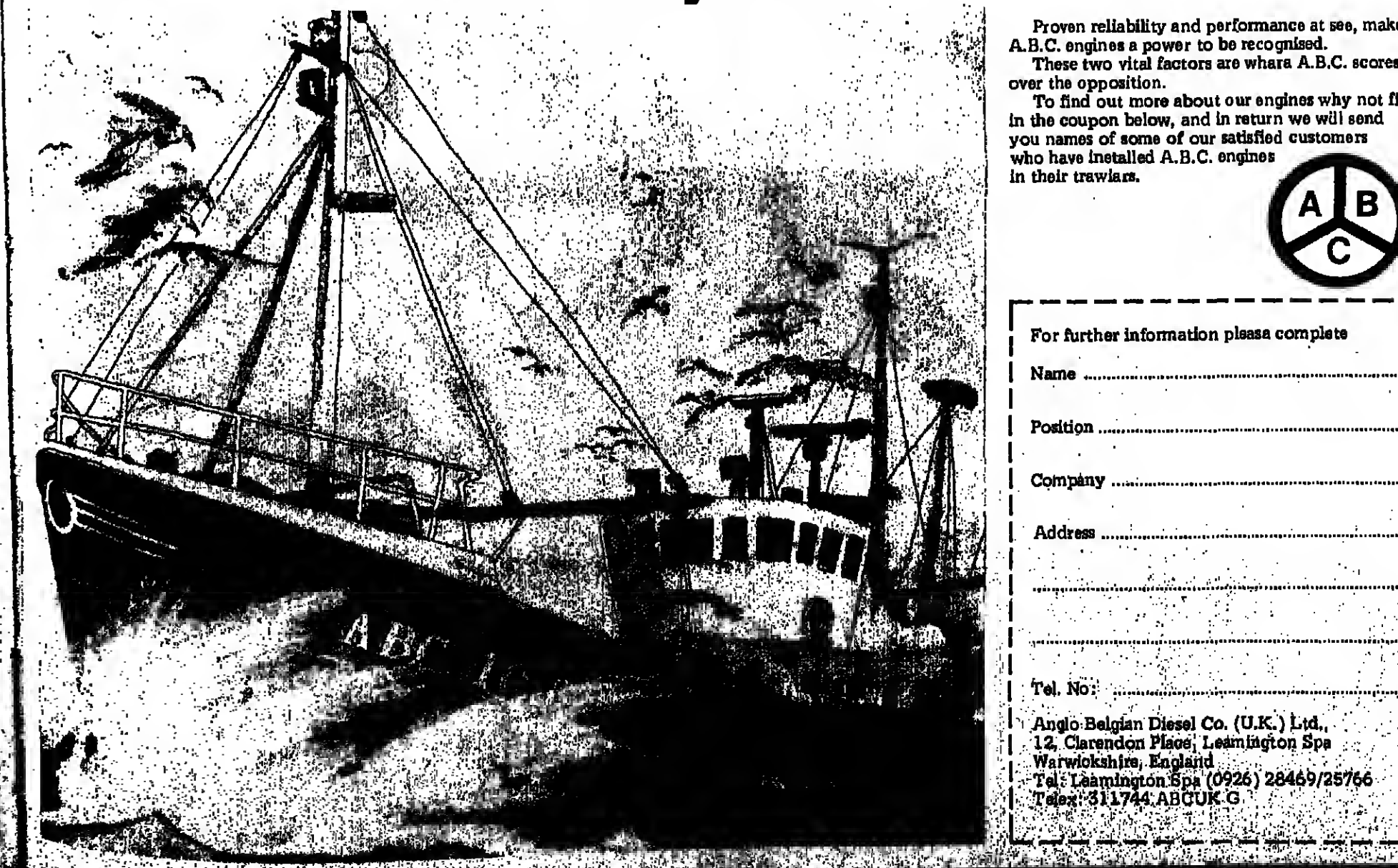
As the boats became bigger and more powerful, matilla seine ropes were replaced with heavier synthetic ropes and this brought problems. Sometimes up to 14 coils of 3 1/2 in. circ. rope on each side had to be handled. This was resolved by the introduction of rope reels.

Ten years ago, Skipper Smith pointed out that his boat *Argonaut III* was the first Scottish seiner to have a power block; four years later she was the first to have rope reels. Now, nearly all the seine fleet has this equipment.

Another development of great importance to the seine net fleet was the introduction of the variable speed hydraulic winch. The flexibility this gave in relation to various propeller speeds, said Skipper Smith, had been a great advantage for Scottish seining.

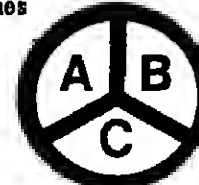
With most of the Scottish seine net fleet comprised of boats between 70ft. and 80ft. a higher frequency and a

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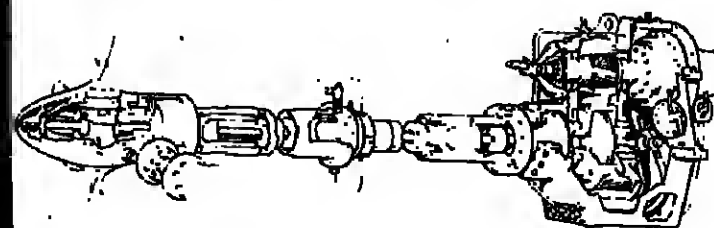
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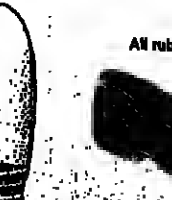
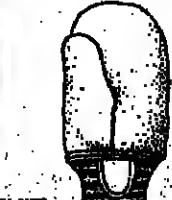


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Ship damaged in mercy run

THOMAS Hamling and Co.'s 659-ton trawler *St. Gerontius* (Sk. D. Platten) is at Tyneside after landing a £46,093 catch at Hull last week.

She is expected to be out of service for about six weeks after sustaining considerable starboard damage during an incident when homeward bound from the Bear Island grounds with 1,324 kits.

St. Gerontius had been among vessels answering a call for assistance put out off the Shetlands by the fire-stricken tug *Captain Craig*, which had been towing a barge about 300 ft. long until the tow lines fouled an underwater obstruction and parted.

At the time of the Mayday call *St. Gerontius* was about 20 miles. A helicopter took off the ten-man crew of the

damaged tug and landed them at Lerwick.

While *St. Gerontius* endeavoured to take the barge in tow a part of it hit and damaged the trawler's midship during a heavy swell.

She had to abandon her towing attempt and completed her homeward run unaided.

The fire-damaged tug and the barge it had been towing were both taken to Lerwick by other vessels.

St. Gerontius was one of three vessels damaged to varying extents when answering the Mayday call. The other two were the *Seaforth Challenger*, the first arrival on the scene, and the Lerwick lifeboat. *Seaforth Challenger* was stated to have damaged her bow and to have a rope entangled in her propeller while Lerwick lifeboat damaged her landers.



Tropical find at Hornsea

UNUSUAL marine animals attached to a steel float were found when Robert Robinson hauled up his crab pots two miles east of Hornsea.

He asked Alan Howard, a marine biologist from the Fisheries Laboratory, Burnham-on-Crouch, to take a look at his catch.

Mr. Howard explained: "These creatures are goose barnacles which are a tropical species not normally found in the North Sea. I have only seen them before in museums and as specimens at University."

The goose barnacles have been kept and sent to the Natural History Museum in London.

WHITBY HARBOUR CHARGES 'UNFAIR'

WHITBY'S shore fishermen consider the present harbour charges unfair, it was revealed at a public enquiry at Whitby North Yorkshire by Mr. F. Mallows of the Ministry of Agriculture and Fisheries.

Mr. F. Richardson, secretary of Whitby Fishermen and Boatmen's Society said that the towns 150 full-time shore fishermen considered that the present harbour charges were far too high reflecting an unfair proportion of all harbour expenses and in effect subsidising all other harbour users.

The inquiry was to consider these objections to Scarborough Borough Council's increased charges which came in to force last year.

Mr. Richardson pointed out that the landing dues were based on the value of the catch and the continued rise in fish prices gave the council

an automatic rise in revenue without any need to put up the basic levy.

What they wanted was a fair comparison with other users of the harbour.

Jim Leadley, chairman of Whitby Kestrel Society, said that the facilities at Whitby were nothing like as good as at other East coast ports.

For the council Mr. D. Bridge said a loss of over £29,000 was expected on the harbour this year. More money was received from the cargo trade than from fishermen who would benefit when the upper harbour scheme was finished.

The inspectors decision will be announced later.

'Suffolk Monarch' - top landings

SKIPPER D. P. 'Rogie' Smith brought his vessel, *Small & Co's* stern trawler *Suffolk Monarch*, into land at Lowestoft on Monday, last week, and topped the week's earnings list with a £13,058 grossing from a 440 kit catch landed after 12 days at sea.

Second place went to Tallerman's aide trawler *Underley Queen* (Sk. Mickey Reeder) which on Wednesday landed a 388 kit catch after 12 days out, to gross £12,098.

Other useful landings in a week of not very heavy catches, included *Scamper* with 302 kits on Monday, when *St. James* had 371, *Rose* 371 and *St. John* 371.

On Tuesday, when only two boats returned from the sea, *Coloe* (Sk. J. Ketteringham) made £11,542 from a 387 kit landing, after a 11-day trip.

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Useful

In sixth place was the *Coloe* (Sk. J. Ketteringham) made £11,542 from a 387 kit landing, after a 11-day trip.

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Winter warnings of restricted fish supplies

WITH supplies of wet-fish below 20,000 kits for the second successive week Grimsby received yet another warning of what may lie ahead this winter last week as supplies from the middle waters were restricted to only four landings.

In the past year the port has come to rely heavily upon the middle water section,

which offers a much wider range of fish than that from distant water grounds, and although it was largely an artificial shortage created through delayed sailings during the recent ice factory disputes, it triggered off some panic buying.

Indeed the real threat of a very serious fish famine was only narrowly averted by a spate of distant water landings from seven trawlers, yet at times even they could not prevent demand outstripping the supplies.

For once, BUT's grip on both middle and distant water sections was loosened. What middle water honours there were went to Consolidated Fisheries' *Blackburn Rovers* (Skipper Dave Shaw).

The one-time distant water returned from 17 days to the Westeries with a 975-kit turnout, mostly cod and haddock, to gross £31,805.

BUT did manage second spot from *Ross Cougar* with £27,154 from 858 kits, while *Consol's Corlaie* was third best on £21,237 from 717 kits, a long way ahead of Taylor's only landing from Tokio on £12,085 from just 455 kits.

Disappointment

Recent disappointments by the Boston Group's vessels were shaded when *Boston Comanche* (Skipper Albert Hollington) picked up the week's top grossing from a 25-day trip to Bear Island which produced 1,579 kits, almost entirely codstuffs, in the distant water section.

The firm also did well with *Prince Philip* (Skipper Ray Harries) which pulled in £40,367 from a fine trip of 26 days on the same grounds.

The only other trawler to press *Boston Comanche* for her number one spot was BUT's *Ross Renown* (Skipper Wally Wilson). She completed 22 days to the White Sea with a cracking turnout of codstuffs in 1,323 kits to chalk up £52,028.

North Sea landings were also down as a consequence of



Boston Comanche picked up 1,579 kits, the week's top grossing, in the distant water section from a 25-day trip.

High sea landings are high

EXCELLENT grossings of Miford Haven last week came with trawlers bringing in big catches from the Irish Sea grounds.

Top ship of the week was the *Roscoe*, commanded by Skipper Jim Menon, which landed 189 kits for a grossing of £6,599. On the same day the *Westerdale* (Skipper Bruno Linke) landed 35 kits which sold for £1,525.

Between them the vessels landed five of cod, 40 of whiting, 100 of roker, five of haddock and brill, 25 of plaice and 10 of sole.

It was also a good week for the *Brendo Wilson*, commanded by Skipper Rea Evans, which made £5,742 from 143 kits after a 14-day trip. On the same day the *Byker* (Skipper A. James) made £5,608 from 137 kits after a 12-day trip.

There was also a landing by a Belgian vessel during the week. She was the *Moriner* which had sales as the main variety in her 80-kit catch which sold for £5,051.

These grossings reflected the high prices paid for all forms of fish.

WOOD BOAT 'FEEL'

SIR, We read with interest your article in *Fishing News*, September 2, on George Weatherill. Mr. Jarmen is to be congratulated on his far sightedness in building MPV's four years ago in the relatively new material. We are pleased that the hull has proved the manufacturers, Halmatics, construction to be generally good.

It is also gratifying to read that such an experienced skipper as Ian Spriden finds the vessel to be "the best sea boat of them all" - even in the roughest weather.

The transition from wood or steel to GRP is not an easy one in view of the difference in weight. GRP being much lighter than the others. As designers, our endeavour was to obtain a final hull form which would be equivalent to a wooden vessel of similar dimensions and would therefore have as near the same "feel" as its counterpart.

There are in fact, a further two vessels of this type in service. *SO 10 Leander* (SA 198) research vessel for UMB 84 and *SO 10 Milford* end 84. *Endrick* research vessel for the Clyde River Purification Board, the *SO 10* vessel, completed in December 1974 and the former in August 1975.

LETTERS

Designs were produced for 85 ft. and 71 ft. vessels but so far there have been no takers.

J. A. MOLACHLAN, Chairman, G. L. WATSON & Co. Ltd., Rantrevethir.

Coble appeal

SIR, I am interested in traditional "Yorkshire" cobles and have been collecting information and photographs of local cobles.

I would like anyone who operates a coble in the British Isles to drop me a line giving details of the vessel and if possible a photograph of it.

This information is for my own interest.

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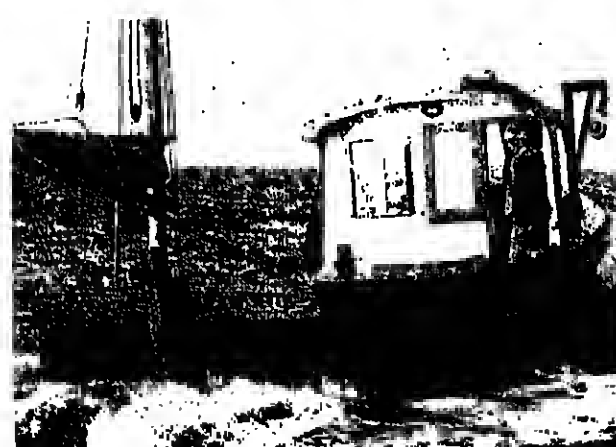
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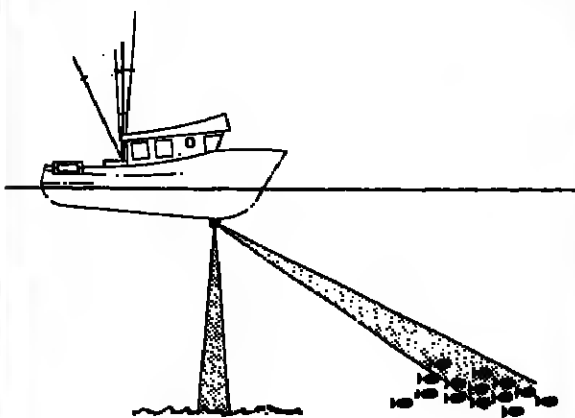
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Traps for Jumbo lobsters

"BECAUSE of some catches of large lobsters made with hoop nets recently, we think it might pay to set a few pots with far larger entrances than the 4 1/2 in. (114 mm) entrances of those we normally use."

"It would help us to decide about dimensions etc., if you would send us information about jumbo lobsters, trepan which they are mostly likely to be caught and where they are obtainable."

"We should also like to know where to get or how to make a proper measuring gauge."

The Northern Lobster (Homarus americanus) grows to a length of over 3ft. (914mm). Largest caught so far — in a trawl off the coast of North America — weighed 42 1/2 lb or a little over 19 kilos.

In this country a European lobster (Homarus gammarus), 3ft. long and weighing 16 lb. 3 oz. (over 7 kg) was caught by nevel divers in Portsmouth Harbour in an open, basket type trap baited with whelks.

Other jumbo lobsters taken in British waters include a 13 lb. (6 kg) specimen landed at Gorran Haven and 11 1/2 lb. (5 kg) specimens taken in pots off Mavagissey and Lundy Island.

About ten years ago lobster fishermen on the east coast of North America began trawling for lobsters in depths as great as 300 fathoms. They became so successful with their trawls that during a two year period 1964-1966 they caught nearly 10 million pounds of them.

Later, however, catches began to fall off. The clean grounds were over-fished and trawls could not be used on the rough ones. So they started using specially designed, large deep sea pots on the rough grounds.

They were made of steel because wooden ones would not stand up to the battering they received in the highly mechanized craft used for offshore lobstering.

Bare steel and wire pots were later superseded by pots made of vinyl clad, galvanne-

John Burgess' Log



ed steel rods and wire. And the best size was found to be 48 x 36 x 18 in. with a weight of about 100 lb.

Pots of this type began to be used with such consistent success that a firm in Massachusetts put into production a standard pot, the CEC Jumbo Trap of these dimensions.

The CEC Jumbo would probably be the ideal type of pot with which to find out whether there are many outside lobsters on your grounds. But to import several of them might be prohibitively expensive.

An alternative would be to consult R. & B. Leakey of the Sutcliffe House, Settle, Yorkshire.

Fishery officers now use a triangular brass gauge to measure lengths of carapace between rear of either eye socket and rear of the body shell.

You can get an officially verified gauge from your local Inspector of Fisheries or you can make one yourself out of brass or aluminium, taking care to ensure that the measurement of the gap on one side is exactly 80 mm.

Who stocks glands?

"COULD YOU give me the address of a firm which makes glands for fitting on the outside of rudder stocks to stop them leaking."

Brunton's Propellers Ltd., Sudbury, Suffolk and George Spicer Ltd., Gaines House, Brent Way, Brentford, Middlesex, make such glands.

SCOTTISH SEINING

Continued from page five

narrow beam for fish finding. All boats have cathode ray fish finders and some are also fitted with sonar. Some boats carry two Decca Navigators for multi-chain readings.

Describing the technique employed by most fishermen, Skipper Smith said that when the grounds are reached by using Decca Navigator, the hunt for fish begins.

"When a trace is found and evaluated on the fish finders, the vessel then turns into the tide and steams up for about 1/2 of a mile. A free-floating buoy is dropped with one end of the seine rope attached. The vessel then sets the gear, hopefully around the fish, in the shape of a huge triangle with the net about the middle of the base. The buoy is recovered and ropes and nets sink to the bottom."

In the next stage of the operation, the vessel steams slowly through the tide at about one knot time hauling in the ropes at a steady time. Fish are hauled into the path of the net as the vessel moves

inwardly over the grounds. Propeller and winch speeds are important, pointed out Skipper Smith. These can only be found out by experience.

Most boats start with a hauling speed of around 70 fpm and build up to 140 fpm by the time the gear is nearly closed. A hauling speed of around 450 fpm is ideal to recover the net after the gear is closed. Hauling at this speed, said Skipper Smith, allows the next set to be made as quickly as possible. "A good rule of thumb is that the gear should be closed by the time half the ropes are heaved in."

The whole operation takes around two hours. Once aboard the fish are gutted and stowed packed in 100 lb boxes.

Another representative from Scotland in an international line-up of speakers at the Forum was John J. Foster, from the Marine Laboratory, Aberdeen. He gave a paper on 'Fishing gear performance in relation to fish behaviour'.

Want to be a skipper?

IF YOUR ambition is to acquire a second hand's certificate to become in due course skipper of a fishing vessel, the first step to take is to obtain a copy of the regulations concerning examinations for Certificates of Competency, Skippers and Second Hands of Fishing Boats.

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Weston-Super-Mare

September 16, 1977

of Competency. The third, I suggest, is to buy a copy of *Navigation Primer for Fishermen*. It includes most of the information you will need to know for the examination.

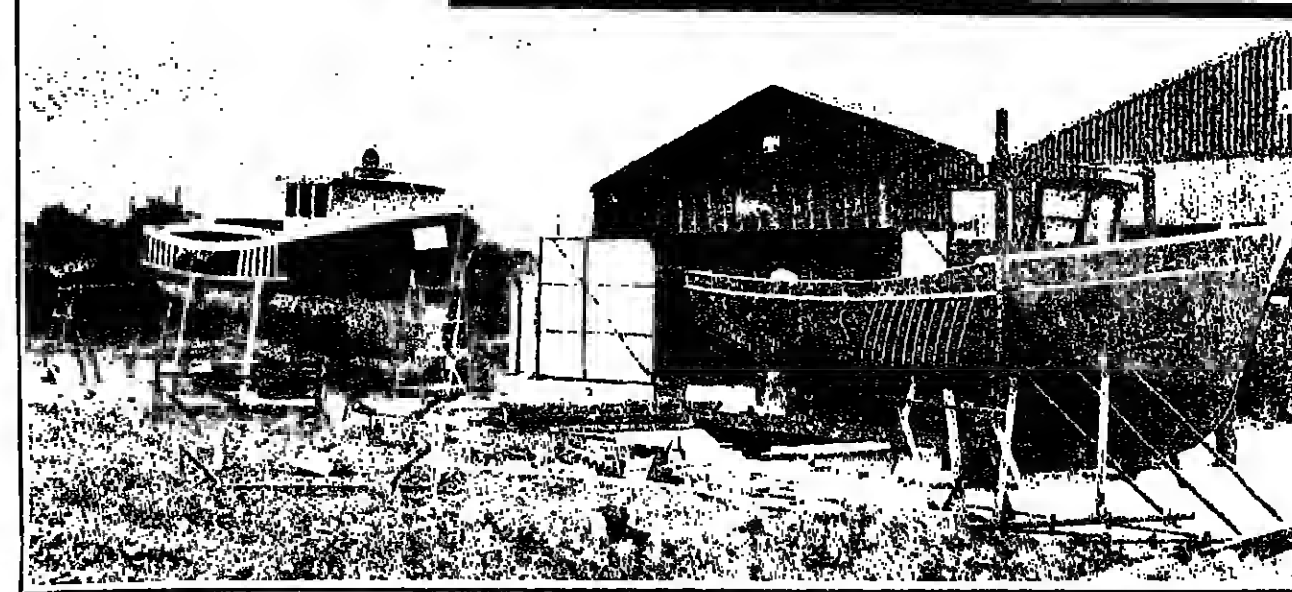
The primer has been written by Captain F. R. Howell MBE who, for the last 10 years or so, has conducted courses in Devon and correspondence courses for aspiring second hands.

The author, who holds a Further Education Teacher's Certificate in the Maritime Organisation Society's Honorary Consultant on training, knows not only what candidates need to know but how to impart the knowledge. This is proven both by the extraordinarily high percentage of passes gained by his pupils.

The book contains chapters on the compass, charts and navigational publications, chartwork, the sextant, use of traverse tables, nautical astronomy, ship stability and on miscellaneous matters such as how to make use of an aneroid barometer, and how to distinguish navigational marks and buoys used in current systems of buoyage.

Included in its 200 pages are no less than 131 figures and illustrations — 21 in colour. It is obtainable from Fishing News Books Ltd, Long Garden Walk, Farnham, Surrey for £5.50 plus 5% for packing and postage or through your local bookseller.

GRP hulls catch on in Ireland



THE SUCCESS that the Cornish firm of Cygnus Marine has achieved with its range of GRP hulls in the UK looks like being repeated in Eire.

Now that Cygnus hulls have been approved by BIM, the O'Driscoll boatyard at Carrigaline, Co. Cork, has swung into full production, fitting out Cygnus hulls for Irish fishermen.

This picture taken recently at O'Driscoll's new 10,000 sq. ft. yard on the Dwanabue river shows a Cygnus GM36-footer (left) nearing completion for John Doohan of Tory Island, Co. Donegal. The other vessel is one of O'Driscoll's wooden boats.

The Irish yard has already completed more than 10 Cygnus hulls. Last month there were two GM-36s, three GM-28s and one GM-21 at various stages of completion there.

Pot markers could cost lives says RNLI

LIFEBOATMEN have complained at the 'cluttering up' of the narrow sea passage off Redcar by lobster pot marker buoys.

The department of Trade and Industry has been asked to investigate. Redcar RNLI claims that the buoys are hampering sea rescues. Cox Dave Buckworth, considers that lives could be lost by delays.

Passage

It is essential that the lifeboat should have a clear passage to the open sea.

Only recently a rescue was "made very tricky" because of the marker buoys and the appeal to the department is to try and get the position sorted out.

North Sea oil-spill: fish stocks seem clean

THE EFFECT on fisheries of the oil-spill from the Ekofisk Bravo platform in the North Sea is considerably less than was at first expected, according to an initial government assessment.

However, the full biological effect of the discharge will not be known until all the data collected by British and Norwegian scientists have been studied.

Following the incident last April, fishermen were advised to keep clear of the area until the effect of the spill on fish stocks was known.

In conjunction with a similar Norwegian investigation, research vessels from the Fisheries Laboratories at Lowestoft and Aberdeen undertook surveys on the scene of the blow-out during and immediately after the spill.

Test organisms exposed beneath the oil slick showed no adverse effects and plankton samples taken appeared normal.

Detailed chemical analysis of fish caught in the area showed no evidence of oil contamination, and a taste trial

SALMON SPREE

ANOTHER big landing of drift net caught salmon has been made at Whitby. Nearly 1,000 fish were taken in one day up to 10 miles off shore.

The total weight of the bumper catch was nearly three metric tons. One boat alone netted almost 180 fish.

The catch came at the end of one of the best ever seasons for Whitby salmon fishermen. Landings of gillie were the largest in living memory.

Billingsgate

RETAILERS visiting the market would doubtless be somewhat annoyed when they compare what they see with the food hygiene standards they are required to adhere to in their own shops. They must ask themselves why should it be necessary to spend money and to discipline staff at their level of food distribution when the most elementary rules are blatantly ignored at the stage immediately before them.

They will notice the dirty wells, the dust and dirt-gathering clutter, the lack of washing facilities and the general air of dilapidation.

The salesman who they deal with will probably be smoking. This could cost a retailer £20 if he did it in his shop.

The fish itself may not be on the floor, but it will probably be so near to the floor that it can easily be speckled with matted ice and dirt.

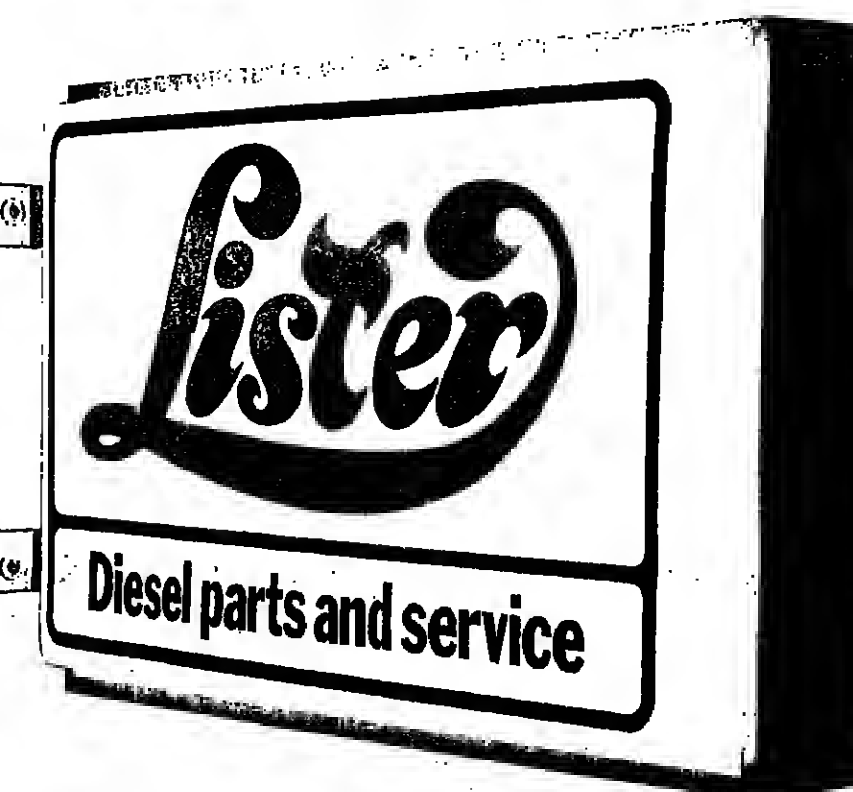
They will see refrigerators and display cabinets but no cleaning routines beyond the occasional hose-down.

What they will probably not see is the environmental health inspector, whose duties go far beyond the rules in retail shops. Retailers must use clean wrapping paper for their customers' purchases, but their own may be packed in twice-used, never cleaned boxes, open to the elements, and transported in uncovered lorries.

Of course there are individuals and firms who care, who improve their lighting, who paint their shops, who attempt to protect their fish from contamination, but they are working against the general atmosphere of laissez-faire.

For years the authorities have allowed these conditions to exist seemingly in the hope that all will be well when the promised new market is built. But as that particular project appears to recede further and further into the future, our retailers will doubtless wonder if even glittering new facilities will ever overcome the years of neglect.

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